

## Attachment 1- Applicant's Discussion of Project Alternatives

### Public Notice 200450469

**PROJECT ALTERNATIVES:** The Station Park Design Team evaluated a No Build Alternative and three TOD build alternatives (see attached concept plans): the Proposed Action and two alternatives that would attempt to avoid/minimize impacts to wetlands. All three build alternatives would involve a cooperative partnership with UTA to develop a mixed-use TOD that would have a central train station with a sky bridge that would connect to an improved commuter platform. It would also include shared road access and 1,000 shared parking spaces.

All three build alternatives were designed in accordance with the following logistical constraints (i.e., site limitations) and statutory requirements, and critical TOD design criteria. The build alternatives were then evaluated based on their adherence to the logistical constraints and statutory requirements, design criteria, economic impacts, and wetland impacts.

#### LOGISTICAL CONSTRAINTS & STATUTORY REQUIREMENTS

- The location of the commuter train station is based on the location of the commuter rail platform, which is based on the UTA track design.
- Access to the commuter platform must cross the train tracks, requiring a pedestrian sky bridge.
- The principal road access (Station Parkway) into the TOD must be off of Park Lane as designated in the City's Master Transportation Plan, and must tie into other roadways identified in Farmington City's Master Transportation Plan.
- The principal road access point off of Park Lane must be no less than 1,000 feet from the I-15 interchange.
- Per City ordinance, a secondary road access point is necessary if the train station is more than 1,000 feet away from the principal access point.
- There is an existing easement paralleling the train tracks for an overhead, high-voltage powerline. No buildings may be constructed within the powerline easement.
- There is an existing north-south easement for an underground, high-pressure gas pipeline. No buildings may be constructed within this easement.
- Site drainage is to the southwest.
- City ordinances require on-site detention for the 100-year storm event.
- The project design must comply with Federal, State and City ADA requirements.
- The project design must comply with Farmington City's TOD zoning ordinance.
- The project design must comply with applicable FERC regulations pertaining to the powerline and high-pressure gas pipeline easements.
- The project design must comply with applicable fire and emergency services rules and regulations.

#### TOD DESIGN CRITERIA

The following design criteria are based on industry standards and are critical for a successful TOD project at Station Park.

- The TOD must accommodate a minimum of 1,000 parking spaces in a shared "park and ride" zone that is within 1,000 feet of the train station platform (the location where passengers get on and off the train). This is UTA's projected park and ride need for the year 2030.
- A walkable residential community is a critical factor for the long-term economic sustainability of the mixed-use development (retail, commercial office, entertainment, restaurants, etc.) that is planned for the TOD, and for maintaining a high level of commuter ridership for the proposed train station. A walkable community needs high-density, mixed-use development within the core area of the TOD (a 1,000 foot radius from the commuter train station and platform). Without a walkable layout that allows residents, as well as off-site commuters/visitors, to access the train station and mixed-use development, the TOD is not financially practicable, and commuter ridership is reduced.

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- Access to the train station will involve various forms of transportation including busses, automobiles, and pedestrians. In general, it is anticipated that bus traffic will flow into the site from the south via the Clark Lane overpass, stop in front of the train station and exit the site on the north via the new Park Lane interchange. Automobiles will be coming from both the north and the south and will have drop-off/pickup areas ("kiss and ride") in front of the train station. Roadways directing traffic flow to the drop off areas at the train station entrance must meet the recommended AASHTO Standard of a minimum 300 feet radius for a low speed urban roadway.

#### **Proposed Action**

The concept for the Proposed Action is shown on the attached plans. It meets all of the logistical constraints, site limitations and statutory requirements. It also meets all of the industry design standards for an economically successful and financially viable TOD by creating a walkable and interconnected, high-density, mixed-use development within the 1,000 foot core radius of the train station and commuter platform. The Proposed Action would result in 1.2 million square feet of development within the 62-acre project site, which equates to an approximately 45 percent coverage rate. This is a high-density coverage compared to the 20 –25 percent coverage of a traditional mixed-use development (i.e., big box model).

At an average development price of \$100 per square foot, the Proposed Action would represent a \$120 million economic impact to the local area. Approximately 1,800 new jobs would be created when the TOD is at full build-out.

Tax revenues would be used to fund the construction of public infrastructure. A tax increment funding analysis has been completed by the investment banking firm of Lewis Young. According to this analysis, the Proposed Action is expected to generate an annual incremental tax revenue of approximately \$1.35 per square foot, or about \$1.62 million annually. This would be a sufficient amount of tax revenue to repay the construction of the public infrastructure for the TOD over a 20-year period.

Approximately 5.91 acres of historically irrigated wet meadow wetlands would be impacted by the TOD. This would be in addition to the 1.9 acres of wetlands that would be impacted by the UTA improvements in the rail corridor at the site.

#### **Avoidance Alternatives**

It is not possible to design an alternative that would completely avoid wetland impacts. The avoidance alternatives would relocate the train station to either the north side (Alternative 1, Figure 4) or south side (Alternative 2, Figure 5) of the wetlands on the UTA property as a measure to avoid/minimize the permanent filling of wetlands not associated the improvements of the railroad tracks and commuter platform. They would also drop the proposed office building (Building P) in the southeastern corner of the project site as an additional measure to avoid the filling of wetlands.

The avoidance alternatives would require a design waiver on the 300-foot road radius, which would reduce traffic flow efficiencies, especially during rush hour periods. They would also require the pedestrian sky bridge to span the wetlands. Pilings would have to be installed in the wetlands to support the sky bridge, which would result in a permanent filling of 0.3 to 0.6 acre of wetlands and a substantial amount of temporary construction impacts that would have to be rehabilitated. The additional length of sky bridge needed to span the wetlands would increase development costs by \$1- \$2 million for Alternatives 1 and 2, respectively.

The isolation of the train station under these alternatives does not allow for the synergism among the residential, commercial, retail, recreational and entertainment components that is required for a successful TOD project. Residential accessibility to the train station, which is a critical design criterion, is lacking under these alternatives. Additionally, these alternatives do not provide a sufficient density of interconnected mixed-use development within the 1,000-foot core radius. Without the synergism of mixed-use development in the core radius that is readily accessible to both residents and off-site commuters/visitors, the project becomes financially impracticable for the high-density TOD development model. The project site would become a traditional freeway off-ramp development that has a park and ride lot for a disconnected train station. This type of development defeats the purpose of promoting

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commuter rail ridership and is noncompliant the City's TOD zoning ordinance (a local statutory requirement) that has been designated for this area.

As described above, the layout of the avoidance alternatives would only be financially suitable for a traditional mixed-use development model (i.e., big box model). These alternatives would also result in one less office building in the southeastern corner of the project site. The net result would be an approximately 600,000 square foot reduction in mixed-use development within the 62-acre project site. Considering an average development cost of \$100 per square foot, the economic impact of the avoidance alternatives would be approximately \$60 million, which is approximately 50 percent less than the Proposed Action. The downsizing of the project would also result in fewer jobs created.

Assuming an annual incremental tax revenue of approximately \$1.35 per square foot, the avoidance alternatives would generate approximately \$810,000 of incremental tax revenue per year, which would be a 50 percent reduction compared to the Proposed Action. This reduction in tax revenue would result in a \$16.2 million incremental tax loss over a 20-year period, and would result in insufficient funding to repay the construction of public infrastructure over the same 20-year period.

The 0.3 to 0.6 acre of wetland impacts resulting from the construction of the pedestrian sky bridge would be mitigated on-site and in-kind. The long-term sustainability of the avoided wetlands would be tenuous. The hydrological sources supporting these wetlands will likely be diminished by the removal of man-made sources of irrigation water from the landscape as surrounding farmland is developed in accordance with the City's General Plan. In addition, there is a risk that the wetlands would be incrementally encroached over time as they become completely surrounded by development. Subsequently, there is a possibility that the avoided wetlands may be adversely impacted in the future, and that these adverse impacts may not be mitigated.

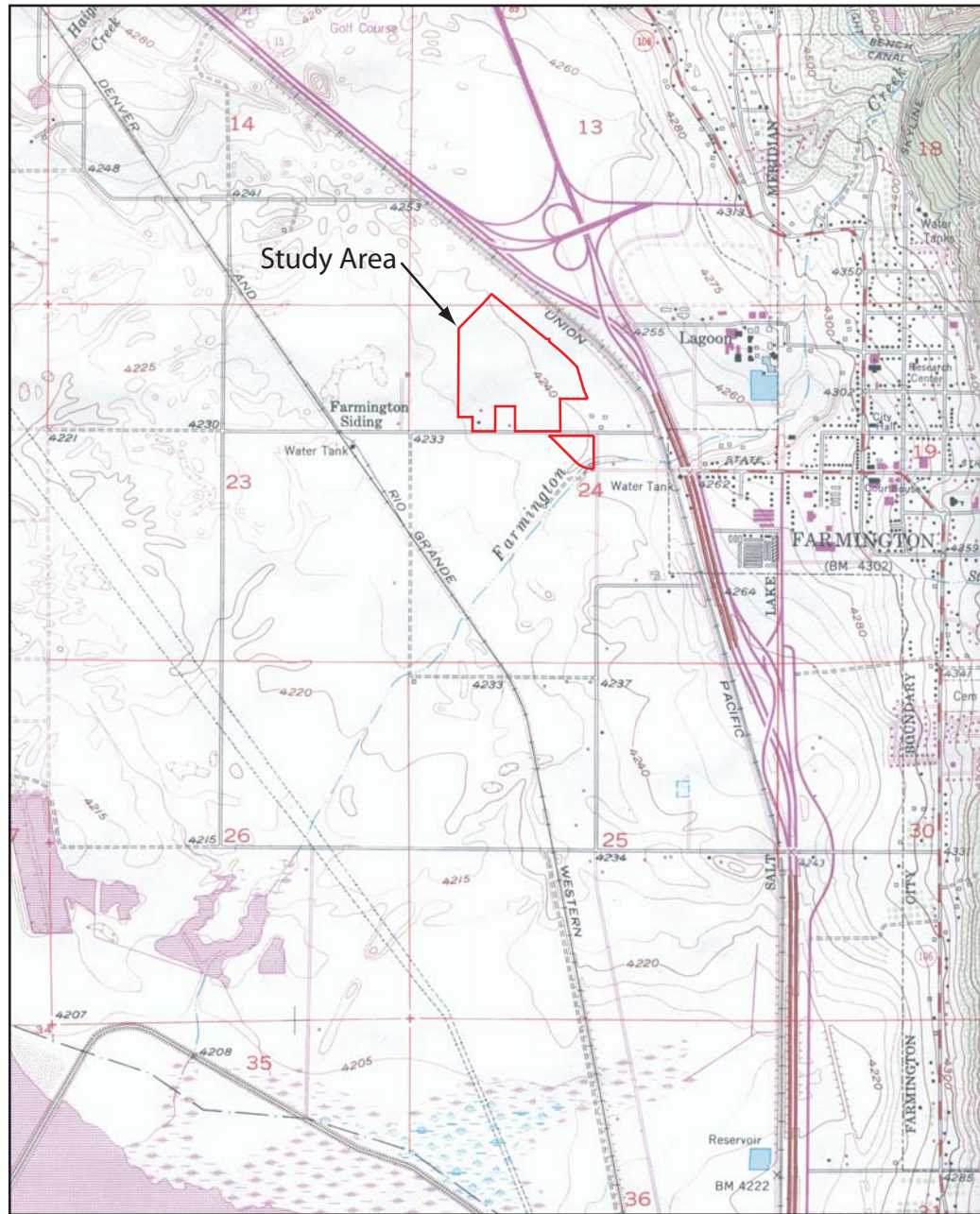


Figure 1. Study Area Location Map. Topographic base is adapted from the Farmington, Utah 7.5-minute USGS quadrangle, revised in 1975





Figure 2. Wetland delineation map. Sample points, and photograph locations and directions are indicated.

# LEGEND

- P1 ↗ PHOTO POINT AND VIEW
- \* SP1 WETLAND DELINEATION SAMPLE
- WETLAND DELINEATED BY FRONTIER CORORATION
- WETLAND PREVIOUSLY DELINEATED BY UTA
- IRRIGATION DITCH
- IRRIGATION LATERAL



Photo date:  
April 6, 2004

Map date:  
September 25, 2004

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STATION PARK

FARMINGTON, UTAH

DATE DESG.

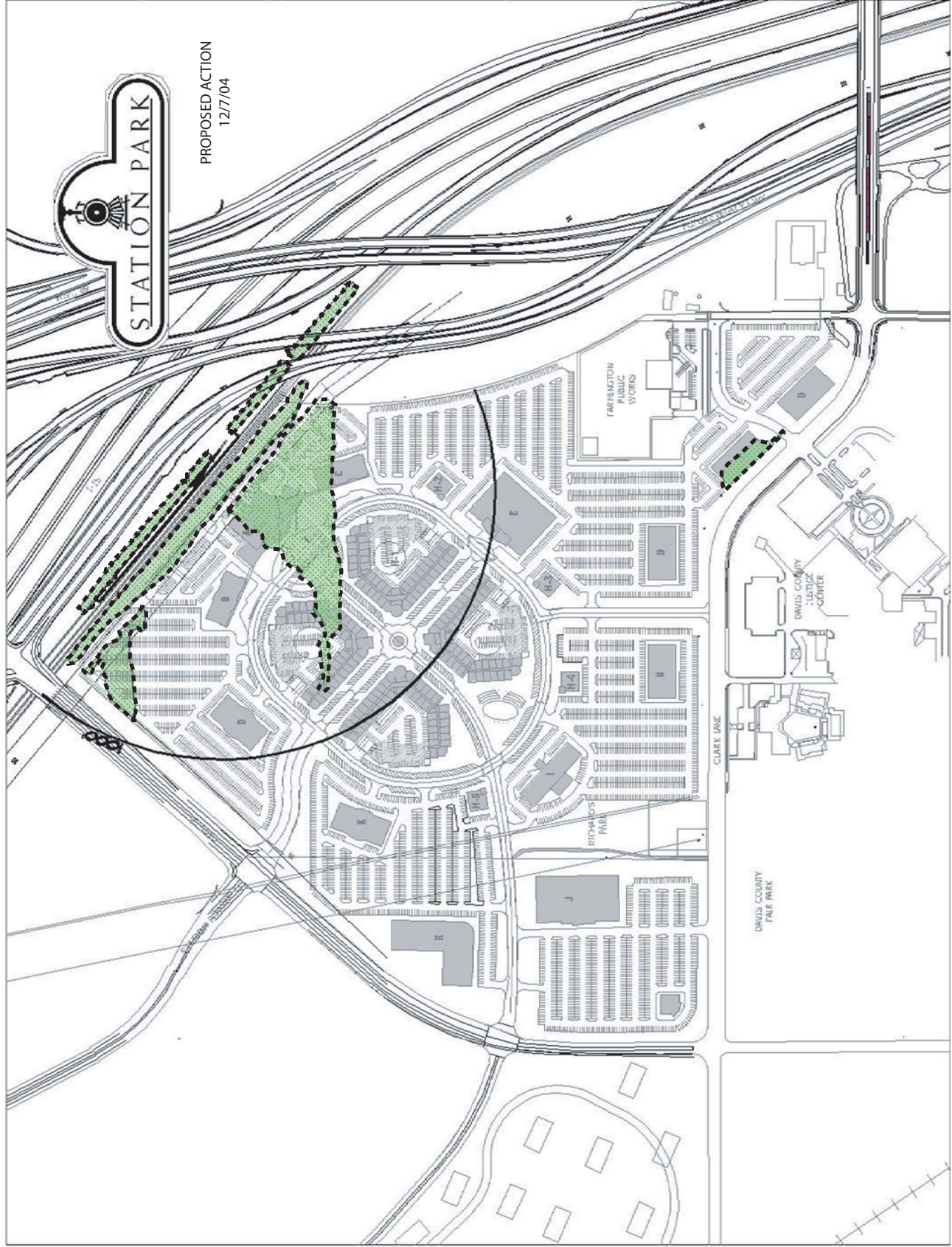
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SHEET TITLE  
ARCHITECTURAL  
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A-1.0



PROPOSED ACTION  
12/7/04





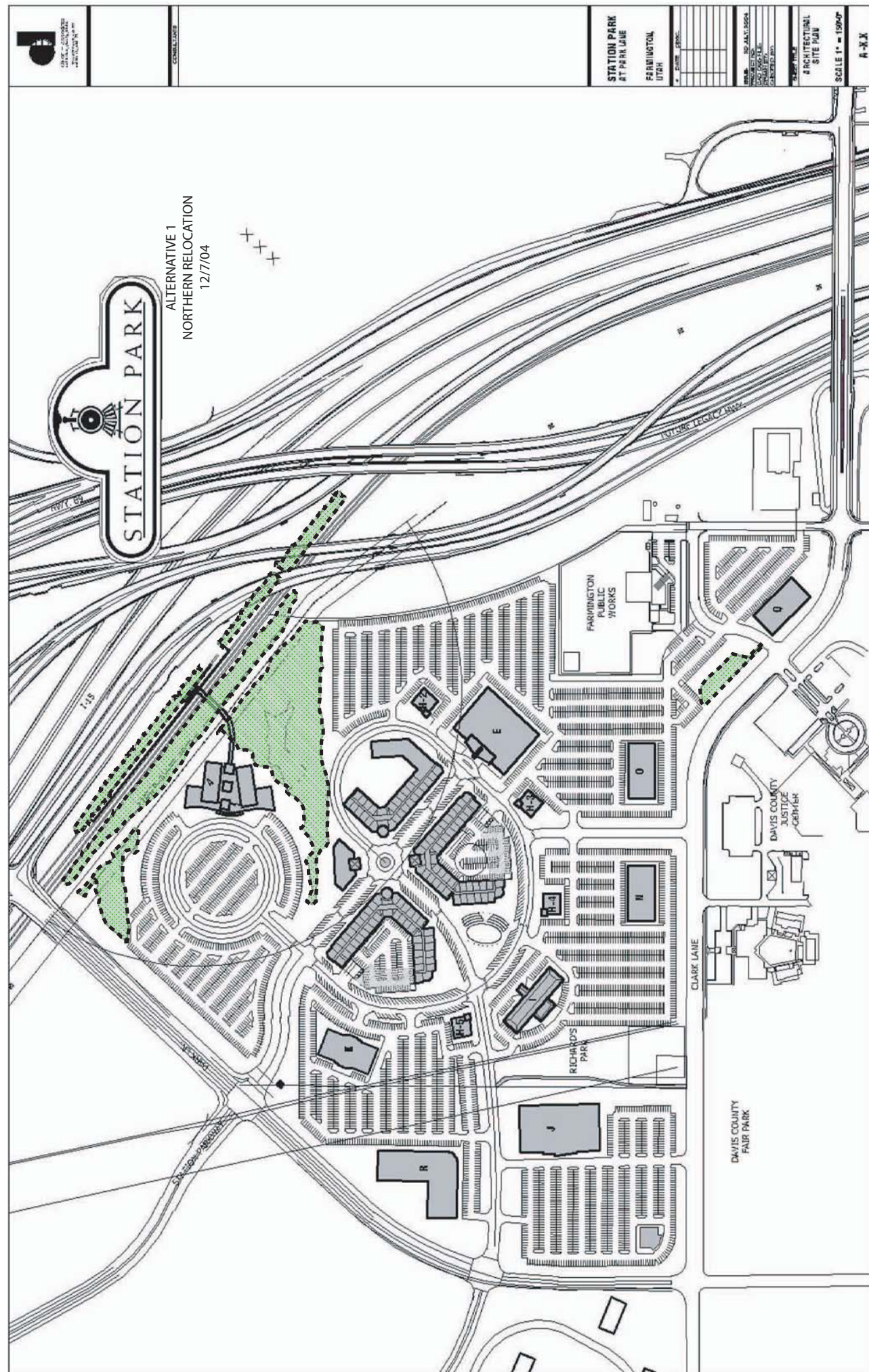


Figure 4.



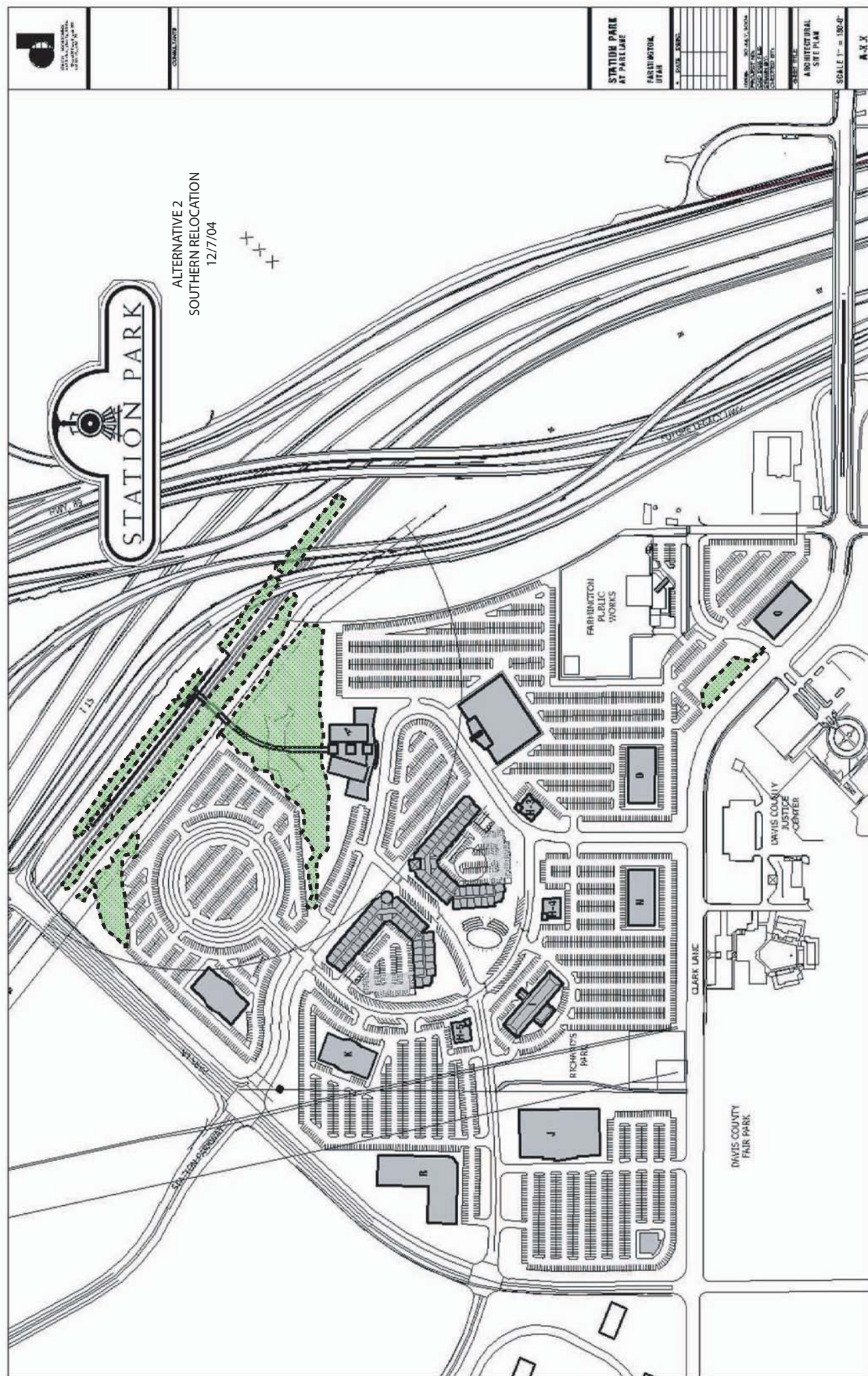
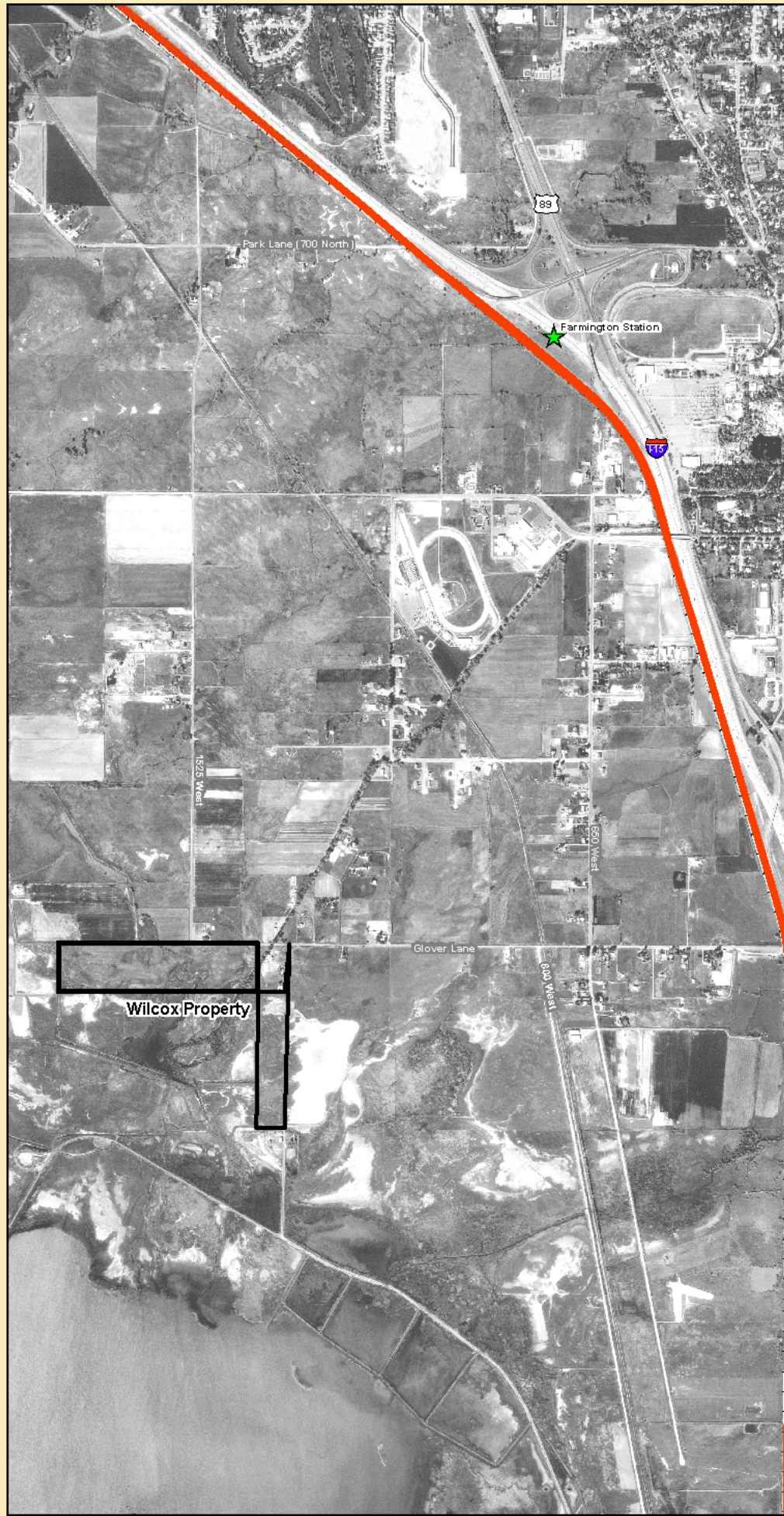


Figure 5.





Weber County to  
Salt Lake City  
Commuter Rail



0 0.25  
Miles

Data Sources

UTK: Aerial Imagery, Fall 2002

Created by: ROB  
Reviewed by: BOB  
File Path: \\sds\mapserver\maps\_data\fig6\_farmington\_bay.mxd  
Print Date: June, 2005

Figure 6  
Farmington  
Bay  
Mitigation  
Site